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SPRINGERVILLE MUNICIPAL AIRPORT ADVISORY COMMITTEE

Minutes of March 16, 2004 Meeting

CALL TO ORDER

Present:

Chairman, Candy Cook
Vice Chairman, Dan Mowbray
Committee Member, Karen Glennon
Committee Member, Laurice Margheim
Committee Member, Gary Kiehne
Committee Member, John Johnson's representative-RG Soderberg
Committee Member, Gary Kiehne

Staff Present:

Jane Anderson, Airport
Michelle Schlosser, Town Hall
Scott Cray, Councilman

Absent:

Bob Brown

Public:

None

1. **CALL TO ORDER**

Chairman, Candy Cook called the meeting to order at 5:15 p.m.

2. **PUBLIC PARTICIPATION**

None

3. **ACCEPTANCE OF PREVIOUS FEBRUARY 17, 2004 MEETING MINUTES**

It was noted under who was present, to replace "name unknown" to "RG Soderberg", John Thompson's representative.

It was noted on item #5 to replace "it was decided everyone would like to go back to an all-encompassing document. Karen Glennon to put the document back into that form for next meeting with "simplify paragraph 4.14 to basic FAA definitions and eliminate all sub-paragraphs". Minutes accepted with the changes by Laurice Margheim/Karen Glennon, unanimously.

4. **NEW BUSINESS**



None

5. **OLD BUSINESS**

Gary Kiehne: What has become of the Forest Service ramp? The issue was they didn't have a fuel truck?

Dan Mowbray: John is handling that and will bring it to the table.

DJ Soderberg: Nothing has really been done on that. The Town Manager, Kurt Hassler, has offered us area on this other end which would be preferable to us and he's supposed to be getting that info. John wanted me to thank you for the fuel truck.

Jane Anderson: (Jane handed out a letter from John with Kestrel Aviation, Inc. dated 3/5/04). We tried to formulate a plan for the fire season and what we could do to support the Forest service. We purchased a Jet A truck. The fuel distributor made a commitment that during fire season he will provide fuel 24 hours a day. I've located a second fuel source and a source for additional fuel trucks if required for a major forest fire. As soon as the fire season begins we are requesting that all general aviation use the south side of the ramp.

A. **Hangar funding report by Karen Glennon**

(Karen handed out the report on Federal Funds for Hangars dated 3/16/04.) There is money for hangars per Mike Klein who is the Airport Development Manager with the State of Arizona. He stated there is money available through grants that we would apply for directly with the FAA, Western Region, Los Angeles, CA. They are developing the application process now. The match formula is 90% Federal, 10% State, 10% Local, allowing matching services.

Dan Mowbray: That's 110%.

Laurice Margheim: My guess it's 90% Federal and 10% State & Local.

Karen Glennon: I will call him for clarification. Mike Klein went on to say, you apply to the Feds, get the okay, then notify the State of Arizona which always has money set aside for Federal matching programs. In the past 20 years they have never run out of money for matching. However, the problem is the FAA is requiring we have an updated Master and Layout Plan for the Springerville Airport. The funding is contingent on the Airport being up to standards for safety. They will look at the Airport Layout Plan which shows things such as setback areas, approach surfaces, runway protection zones, building restriction lines, etc. After they review the plan and determine the airport is safe and meets the

DRAFT

standards, we then would be allowed to apply for a hangar grant. The problem is our Master and Layout Plans are outdated. They would not be acceptable to the FAA. Our plan is 9 years old. 1995 is the latest one Mike had in his file. A five year plan is what they are looking for. I spoke to the engineer with FAA who is in charge of Arizona Airports, Manny Escobar, and he confirmed our plan is not acceptable.

Jane Anderson: We are supposed to have money from the Town to update our plans.

Karen Glennon: Mike stated we could get Federal money to update the plan. That would put us ahead. Remember last Fall, we did not get into the funding loop? Within the next couple of months the State Board of Transportation will be issuing the grants from the last Fall cycle so we have to wait until this Fall to apply, then it would be Spring of 2005 before the Board is approving those grants that would be released in July. The Master and Layout Plans and blueprints have to be updated and their updates are based on the Master Plan.

Laurice Margheim: My recommendation is to ask the City to start the process right away and even if we know the plan isn't going to meet the requirements, submit a request with a statement that the plans need reviewed and updated so we've got something in the pipeline early.

Candy Cook: Do we want to get on the next Town meeting agenda?

Dan Mowbray: I'd let Kurt make the decision. We need to write a letter to Kurt with the Kestrel letter enclosed and say, In light of recent . . .

Karen Glennon: I actually have a copy of this going to Kurt.

Laurice Margheim: I move that we nominate Gary to represent the committee to go as a spokesman to Kurt and the Council.

Motion to approach the Town on issue and have Gary Kiehne represent the Airport Committee, appearing before Kurt Hassler the Town Manager and the Town Council.

Laurice Margheim/Candy Cook, motion carried unanimously.

B. Airport Rules and Regulations

Karen Glennon: We stopped at the top of page 8. 4.1.

Gary Kiehne: It has been stricken.

DRAFT

Karen Glennon: And we were going to stick in a definition for incident.

Laurice Margheim: As I look at it I see something that I didn't notice before. I don't believe that FAR site could be right. I've never heard of a part 43X. We don't need to spend time here on that. I'll check that out.

Karen Glennon: Alright. Well if we get done tonight will you call me and tell me what to put in here?

Laurice Margheim: Okay.

Dan Mowbray: Next paragraph, 4.15 Motor Vehicle Parking Lot.

Laurice Margheim: My question would be, shouldn't it say outside or inside the fence? I just wondered if it was intended to apply to both. We've got other things to talk about here that are inside and outside the fence and wondered, if when we talk about property lines, we are talking about both sides of the fence. Wherever a parking lot is, it would have paved and marked vehicle parking there.

Karen Glennon: Okay, the next red one there's that same FAR Part 43X.

Dan Mowbray: Means maintenance is not considered a major alteration or repair and does not involve complex assemblies as listed in A/C 43.13, A/C Part 43.

Laurice Margheim: We can get that for you.

Dan Mowbray: And I would say that we can scratch out item 22, replacing prefabricated fuel lines for the purposes of these regulations be considered major aircraft, all that goes out. That's specific. Preventative Aircraft Maintenance. Maintenance is not considered a major aircraft alteration or repair and does not involve complex assemblies.

Gary Kiehne: So strike from what?

Dan Mowbray: From the end of A/C Part 43.13, everything after that.

Laurice Margheim: Starting with the word except.

Dan Mowbray: Yes.

Candy Cook: 4.18 Ramp. Shall mean the paved area of the airport normally used for aircraft parking, tie-down, loading and unloading. 4.19, Run-Up, Shall mean engine acceleration to test its functions while the aircraft is stationary. 4.20 Runway. Shall mean the paved area used for aircraft landing and takeoff.

DRAFT

4.21 Service Equipment. Shall mean devices or vehicles designed for aircraft servicing. 4.2 Taxi lane.

Dan Mowbray: Okay. I have a question mark on that. I thought we've thrown an awful lot of terms in here as far as taxis, taxi ways, touch and tie down, etc. Taxi lane has a definite reference in section 4.0 where they describe talking about airpark operations. Karen and I went back and said that was good. Under 4.0 definitions, on page 6, go down to the 5th paragraph, it says, shall mean the taxi lanes located outside the airport, intended for airpark, airport access and all real property adjacent to any portion of the airpark taxi lanes.

Karen Glennon: I have that crossed out on my copy.

Gary Kiehne: If this is a definition, where in the rest of the document do they use the term taxi way?

Jane Anderson: 5.3.3.

Gary Kiehne: Taxi Lane Wingspan Restrictions and Indemnification?

Candy Cook: Yes.

Karen Glennon: We are going to take it out of page 10, 5.3.3 and then also take out the definition and leave out the airpark definition? The minutes say, why we got rid of it. Laurice agreed to work with Kurt Hassler on developing an appropriate allocation of emergency powers between the town and the airport manager and coming up with the wording. Several other changes were agreed to including adding a definition for incident and removing references to airparks since there's no airpark at this time.

Dan Mowbray: Okay. I'd say that we make a note to take it out of the airport development plan. It's in there.

Gary Kiehne: So we decided to take out 5.3.3?

Karen Glennon: And the definition of taxi lane, right?

Candy Cook: Taxi Lane?

Dan Mowbray: Right.

Candy Cook: Now we're at 5.0, Aircraft operations.

Gary Kiehne: What are you going to do with the plane if they don't tell you? I've flown into a lot of airports that there wasn't anybody around to tell you anything. You just tied down and left.

DRAFT

Jane Anderson: Most people can give you the off hours emergency phone numbers but, that's not something we usually ask for. So many times people come in after hours that, I'm not sure how to follow through on it. It makes common sense if someone's going to be here that they let you know what's going on and how to get a hold of them.

Scott Cray Arrives @ 6:10 p.m.

Gary Kiehne: Why don't you put, it's the responsibility of the owner of each aircraft to do this.

Karen Glennon: Can you have a log that states, "Please log your aircraft", and have them list their emergency phone number?

Jane Anderson: Good idea.

Karen Glennon: On 5.1, I wrote, "needs to state with exhibit" and I don't know what that means anymore.

Jane Anderson: That's in the Master Plan and I have copies of that.

Gary Kiehne: I would just delete "unless authorized by the airport manager". I would end at "as prohibited".

Jane Anderson: I agree.

Gary Kiehne: So, delete from, at the end of prohibited, period. I'd leave everything else.

Dan Mowbray: I've got a question on "qualified pilot". Why not change that to qualified operator? What 5.1.2 is talking about is the individual at the controls of an aircraft when it's operating on the ramp, it's got to be either a pilot, qualified pilot or mechanic. And so, a qualified pilot or mechanic must be in the cockpit who controls the aircraft. Just eliminate "qualified pilot".

Karen Glennon: The very first pilot, that's in capital, the qualified pilot, change that pilot to operator but leave the second pilot alone.

Candy Cook: Okay. 5.1.3-Pilot's Responsibility.

Laurice Margheim: I like it the way it is. That goes back to when we changed, accidents and incidents, and by leaving this same accident, it means if it qualifies as an incident to the FAA then it doesn't come under this paragraph.

Dan Mowbray: I agree.

DRAFT

Candy Cook: Okay, so should we go on to 5.1.5?

Gary Kiehne: I think you ought to add one other thing to that. Gliders, hanggliders and remote control airplanes.

Scott Cray: That needs to be added. Are airplanes required to have two-way communication?

Jane Anderson: No, but we can state that if they are operating here. The FAA does not have a requirement that you need to have a radio.

Dan Mowbray: It seems to me that the RC models are included someplace else in this document. Paragraph 7.5, Model Airplanes.

Karen Glennon: No person may operate a model aircraft or other un-piloted flying device on the airport except with the express written permission of the Springerville Town Council. 7.5. Such written permission shall set forth the manner of operation and location that is permitted. No person may violate the terms of the written permission.

Laurice Margheim: So it's got that covered. But what I said a minute ago about ultra lights applies to gliders to. I think the FAA can have the gliders here and you can't change that.

Gary Kiehne: I think you're right but on the model airplanes, they get permission from the Springerville Town Council but shouldn't they come to the airport board before they go to the Town Council? If they show up down there, they're not going to know what is going on at the airport, right?

Dan Mowbray: They shouldn't come to the airport board. We don't have anything to do with it. We don't make the decisions we just make the recommendations. Well, they'd go to either Jane or Harold which is the airport operator.

Jane Anderson: And they do and we tell them to go to the Town Council, or Rick Palmer.

Karen Glennon: I have some questions about this whole RC thing. Is there something about it being on the runway that's important? What about going over there at the end of that road to nowhere or is that too narrow?

Scott Cray: It's really difficult to get an airplane that you're not sitting in the front seat of to land on a strip.



Dan Mowbray: We did a complete study that if the aircraft is 500 ft. in the air it's approximately ¼ inch wingspan and that we will make sure that we maintain our aircraft in full visual contact at all times. They'd be lower than 500 ft. No model aircraft is going to be above 500 ft. A model aircraft with a 5 ft. wingspan is about a ¼ inch at 500 ft. and that's the maximum controllable distance that a radio control unit will operate at. Any further than that, he's going to lose control of the airplane and lose his 500.00-1000.00 investment. That would give us 500 ft. vertical separation which is more than adequate. RC's are sanctioned by a world wide organization, American Model Association. They have insurance and other stuff on their aircraft.

Scott Cray: So, 5.1.5, are we trying to restrict what the use of the airport was for or are we trying to ensure that you have two-way radio and insurance and safety requirements? I would think if the FAA doesn't require to have us do it, we might be stepping over our bounds.

Jane Anderson: One thing that I'm concerned about is the guy that flies the little para-gliders, they'll fly up here right in the traffic pattern for 21 and they don't have radio. I don't know if the Town wants that to happen. I love to see them fly but not right in the traffic pattern.

Scott Cray: It also makes good sense for everybody to have radios but, can we make that kind of policy? Is that the kind of control we really want? We also accept the responsibility for any mishap if so.

Gary Kiehne: This is addressing hang gliders and hot air balloons. If they aren't required by the FAA, you can't require it.

Jane Anderson: Delete the whole paragraph.

Karen Glennon: So, if the FAA doesn't require it, we can't?

Laurice Margheim: It's called Federal Preemption. The Federal Government preempted the regulation of airspace. No other government is allowed to do anything that contradicts or changes the limits.

Gary Kiehne: Okay, does the FAA allow you to do hot air balloons on airports?

Laurice Margheim: I don't know about hot air balloons.

Gary Kiehne: Hang gliders?

Candy Cook: Who wants to do research into this.

Laurice Margheim: I'll check with the FAA and give you a report with book, page and numbers.

DRAFT

Candy Cook: Okay, 5.1.7, Maintenance-Aircraft repair and maintenance will be performed only in designated areas. Fine? Okay. 5.2-Traffic Pattern Procedures. Radios-All aircraft, including ultra lights are strongly encouraged . . . Laurice will include this in his report. 5.2.2-Traffic Pattern Directions- All traffic patterns will be standard left-hand patterns for Runway 03, Runway 29 and Runway 11. Runway 21 will be a right-hand traffic pattern. I still see a lot of people coming in left.

Laurice Margheim: It still hasn't shown up on sectional charts.

Jane Anderson: The FAA has had several letters written to them in the Southwest Directory.

Laurice Margheim: Do you know why FAA hasn't picked it up on the charts?

Candy Cook: When you get into the AOP website, and you go to the airport directory, is it in that?

Jane Anderson: I don't know?

Candy Cook: Well check. 5.2.3, okay. 5.2.4, Calm Wind runway is 21 at 4 knots or less, okay.

Dan Mowbray: On 5.2.5, is that unicorn frequency?

Karen Glennon: U.N.I.C.O.M.

Candy Cook: 5.2.6, Noise Abatement. . .

Jane Anderson: When you are flying out of this airport, unless you have a big plane, it's ridiculous to cut power at this elevation.

Laurice Margheim: With this density altitude, it's not consistent with safe practice.

Candy Cook: I say leave the first one where 400 ft. is minimum.

Karen Glennon: What did you decide for the second one?

Candy Cook: 2.6-2? I crossed it out.

Karen Glennon: Okay, I'm going to take that 6.1 number out and add it to the one above.

Candy Cook: Okay, 5.3-Aircraft Movement. 5.3.1-Takeoffs and Landings. No person shall takeoff or land except on a runway or designated helipad.

DRAFT

Gary Kiehne: It's fine the way it is.

Candy Cook: 5.3.2-Taxiing. No person shall taxi an aircraft without taking all necessary precautions . . .

Laurice Margheim: Makes sense.

Candy Cook: Okay. 5.3.4. Prop/Jet Blast – No person shall taxi or operate any aircraft . . .

Dan Mowbray: How about adding rotor propeller, rotor or jet blast.

Candy Cook: Add it where?

Dan Mowbray: No person shall taxi or operate any aircraft or helicopter on the airport where a propeller, rotor wash or jet blast may cause injury.

Karen Glennon: Can I go back to the one we crossed everything out? I think we should leave it all in.

Candy Cook: We are back to 5.3.2. Do we want to just leave that first sentence and the last sentence?

Laurice Margheim: Do you want to vote?

Candy Cook: Yes.

Laurice Margheim: I move we leave it the way we just changed it. Leave that first sentence.

Gary Kiehne: I think you ought to leave that first and third sentence.

Candy Cook: The first and the third and scratch the middle? Okay.

Laurice Margheim: I withdraw my motion.

Candy Cook: Alright, 5.3.5, Holding on Runways Prohibited – No person shall board or disembark from any aircraft on the runway except in an emergency.

Gary Kiehne: That's alright.

Candy Cook: Okay. 5.4 Run-up Procedures. 5.4.1. No person shall run up any aircraft except in the run up areas at the approach or departure . . .or designated by the airport manager. Where is it designated Jane?

Jane Anderson: Approach. You know, some people do that. It's not safe.

DRAFT

Gary Kiehne: On 5.4.1, what do you think about, after runways, or in other designated areas and forget the designated by the airport manager?

Candy Cook: Good.

Karen Glennon: Just switch the words “areas” and “designated”.

Candy Cook: 5.5, Parking and Towing. 5.5.1 Aircraft parking . . . Okay? 5.5.2 Unlawful to park without payment of fees . . .

Jane Anderson: That’s fine with me.

Candy Cook:: 5.5.3 Securing Unattended Aircraft . . .

Gary Kiehne: Okay.

Candy Cook: 5.5.4 Removal of Disabled Aircraft . . .

Karen Glennon: There probably ought to be some kind of regular inspection on tie downs and chains that the town is involved in and that some things are priorities such as rebar or something the town gets right on.

Scott Cray: That’s not a bad idea to put it on the maintenance schedule and let the town know. You need to do it in writing.

Jane Anderson: Okay, I’ll do it tomorrow.

Laurice Margheim: Give me a shot at rewriting this one.

Candy Cook: Okay, 5.5.5 Relocation of Aircraft . . .

Laurice Margheim: Sections 5.5.4 through 5.5.9 all deal with related problems. Give me a shot and I will rewrite those sections and come back with something.

Candy Cook: Okay, I am going to call another meeting. How about April 6th, 7th or 8th?

Dan Mowbray: Good.

Laurice Margheim: Okay.

Candy Cook: Okay, 5p.m., April 6th.

6. Adjournment

Candy Cook/Gary Kiehne. Carried Unanimously.

DRAFT

Candy Cook: The next real meeting will be Tuesday, the 20th of April and we left off with 5.2.10.

Meeting adjourned at 7p.m.

Respectfully submitted this 19th day of March, 2004.

Candy Cook, Chairman